

INTIMATION

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A. S. WATSON & CO.
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MATED WATER
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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

DEATH.

On the 25th July, at Newchwang, THOMAS, NATHANIEL CHARLES, second son of JAMES CLARK I.M. Customs, aged 6 years 1 month and 20 days.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, OL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 8th August, 1902.

That the letter of Admiral Sir Edward H. Seymour to the Times, with reference to the foreign garrisons at Shanghai, will be viewed sympathetically in Shanghai, as well as in the other parts of the Far East, we have little doubt. These garrisons were originally brought to Shanghai to guard against the supposed danger of attack from the natives outside the Settlements. That this danger was ever in the least degree likely we have no evidence for saying, but the panic was perhaps excusable in view of the reign of terror in the North. However, the troops having been sent to Shanghai for a specific purpose and the object of the despatch having very many months ago ceased to exist, justification is required for the maintenance of the garrisons in so peaceful a port as Shanghai. The military bands no doubt help to enliven the life of the foreign residents, but in other respects the presence of soldiers of four different nationalities hardly contributes to advancement in any way the progress of the place. When we come to consider the international point of view, we are bound to agree with the late Admiral on this Station that there is no reason that can diplomatically be alleged openly which demands the continued presence at Shanghai of the troops from Europe and Japan. Viceroy Liu Kung-yi has sent a complaint from Nanking to the foreign consuls at Shanghai remonstrating about the detention of the garrisons in a town within his jurisdiction, and no fair-minded man can say that he has acted unreasonably in so doing. The alleged dangers which threatened the foreign

community at Shanghai and which were thought to necessitate the presence of quite a small allied army in the Settlements have long ago faded into oblivion, and yet Shanghai contains still the barracks of British, French, German, and Japanese soldiers. It is not the first time that H. E. Liu Kung-yi, the Powers' most valuable ally during the crisis brought about by the Peking reactionaries, has pointed out the unfairness of holding Shanghai as a foreign-garrisoned port. The British, French, and Japanese Consuls at Shanghai, BEUTER recently told us, concurred with the Nanking Viceroy's views, subject to reference to their respective Ministers at Peking. No information is given as to the attitude of the German Consul—an omission which we fear is significant. It is some months now since it has been known that the three first mentioned Powers were ready to withdraw their useless garrisons from Shanghai. On the other hand, in February last the German Minister of Foreign Affairs, Baron von RICHTHOFEN, stated in the Reichstag that a German battalion would still be required at Shanghai "owing to the importance of this point d'appui to Germany, in the absence of a nearer base." Such an excuse, if admitted, would justify Germany in settling down on any place in which she could get a foothold between Europe and South China. But the excuse is of course ridiculous and is no palliation for a gross breach of faith toward China, or rather to the Nanking Viceroy, who so loyally withstood the temptation to yield to the pressure of his own reactionary countrymen in 1900. It is full time that the Powers now came to an understanding in the matter of Shanghai. As Admiral SEYMOUR says, keen international competition demands the evacuation of Shanghai. Three of the four Powers involved are reasonable enough to see this. Whence this strange blindness on the part of Germany? The Germans have the reputation of being a highly intelligent people commercially, but by their clinging to the garrison at Shanghai they bely this reputation sadly. We must suspect that some ideas about the "Yangtze" Agreement (as Count von BULOW and his fellow ministers persistently miscall the Anglo-German Agreement about China) are perverting the brains of the authorities in Germany responsible for the foolish proceeding at Shanghai. The matter does not, however, concern Germany alone, and it is time that diplomatic representations to this effect were made. A simultaneous withdrawal of the international troops will relieve Shanghai and promote the peace of the Far East.

The day ending at noon yesterday was wholly free from plague cases.

Bad cholera reports continue to come down from Japan; 107 cases had occurred at Moji alone according to latest advice. Nagasaki continues to report numerous cases.

After almost twenty years' service in the Police Force of the Colony, Inspector DONALD McLennan left in the Kiautschow yesterday for home. Inspector McLennan was a capable officer and a crack shot.

Messrs. Watson & Co., Ltd., have now taken to brewing the popular local beverage "stone" ginger beer, and have sent us samples of the same. It is very good and is sold at the cheap rate of \$1.75 per dozen, less \$1 returned on empties.

In consequence of the present condition of the Wesleyan church, owing to the recent landslip, divine service will be conducted in the morning at 10.30 and in the evening at 6.30, until further notice, in the meeting-room of the Soldiers' and Sailors' Home, Arsenal Street.

A Portuguese reader questions the statement in the note which we appended to Senator Romano's letter in our issue of yesterday, with regard to the importation of arms into China via Macao, and says that the official enquiries at Macao did not prove that arms were not so smuggled.

Hanoi and Haiphong seem to have had their National Day on the 14th July badly marred by a typhoon. For some days before, there had been heavy rains which flooded many of the streets, almost completely stopping the traffic. Even the tramways ceased to run, the electric light wires came down in all directions and districts were left in darkness as a result. The fireworks and illuminations were in many cases utterly spoiled and in others postponed till the 20th. Trees were uprooted in all directions and, although no deaths through accident were reported, the hospitals were fairly full of injured people.

On the 25th ult. Baron Shibasawa delivered an address before the members of the London Chamber of Commerce. Mr. William Kewick, M.P., presided. Baron Shibasawa laid emphasis on the mutual commercial advantages that may be derived from the new condition of affairs following upon the alliance, and invited the co-operation of the knowledge, experience and capital of Western nations with the object of furthering the development of Japan. The subsequent discussion had reference to the question of markets, Baron Shibasawa promised to give consideration to the matter of extending Anglo-Japanese trade.

The police in Manila are agitating for increased salaries. They say that at present it is almost impossible for them to make both ends meet.

General Alexieff, Commander-in-Chief of Kwantung, Liaotung Peninsula, who has been in Russia on leave of absence since January last, has now resumed his command.

Mr. Kruger, according to a London telegram to Sydney, is publishing an "apologia" in the shape of documents relating to the origin and the course of the war in South Africa.

Sir Christopher Furness, one of the organizers of the opposition to the Pierpont Morgan shipping combine, has purchased four of the Clan line steamers to supplement the London-Halifax service.

The Government are prosecuting Major C. W. Stoddart and two of his sons at Dublin for alleged frauds in connection with the purchase of Yeomanry remounts. It is stated that they pocketed \$1,240 out of one transaction.

The volcanoes of Miraballo and Hincin de la Vieja, in Costa Rica, Central America, were active last month. The highlands of Costa Rica are surrounded by a line of volcanoes, nearly all of which are active. The earthquakes are frequent.

Mr. Mee Cheung, the well known local photographer, has sent us three of the best views of Hongkong we have yet seen. They are each made up of four to five full plate sections and have been artistically coloured by his Japanese assistant.

The British Board of Trade returns for June have been published. They show that the value of the imports has decreased by \$1,045,733, and the value of the exports has decreased by \$1,192,041 as compared with the imports and exports for the corresponding month of the previous year.

The British Foreign Office submitted to delegates from the Manchester and Blackburn Chamber of Commerce, the China Association, and the China League, the draft of the new Commercial Treaty with China, as wired home, and the Treaty was approved by these bodies.

The French Admiral Besnault who has just been disgraced for introducing a lady not his wife into the official gallery on the 14th ult., was formerly in command of the French Asiatic Squadron. He was Commander-in-Chief of the French cruiser Bayard, when she was flagship of the China station some five years ago.

Baron Komura, Japanese Minister for Foreign Affairs, issued instructions to Mr. Uchida, the Japanese Minister recently at Peking, in regard to the reported conclusion of a secret convention between Russia and China regarding Tibet. It is stated that Mr. Uchida has been instructed only to report whether any new diplomatic situation is likely to result from the signing of the new Convention.

The Cologne Gazette announced on the 25th ult. that an Anglo-Japanese compact had been concluded concerning the protection of Korea. The report was officially contradicted next day. A London telegram of the 28th ult. to Koko says: "The statements emanating from St. Petersburg alleging that important Anglo-Japanese action is pending in Korea are believed to be ascribable to a desire to cover French designs on the Siam border."

Reuter's Agency states that there has been a great increase in drunkenness in Johannesburg since the abolition of liquor permits. The local Press is advocating State control of the liquor trade. Housebreaking and robberies with violence are alarmingly prevalent. The police are inadequate in the suburbs, and it is not safe to be out of doors at night. It appears also that several discharged colonial soldiers have been arrested at Capetown and others at Durban for rioting. The local newspapers condemn the excesses, and regret that distinguished records on the field should be tarnished by disgraceful scenes at the seaports. Sir Edmund Barton is having enquiries made into the matter. He has stated that he believes that the Australians concerned were irregulars and were not connected with any of the Australian contingents.

THE CORONATION SERVICES.

To-morrow morning at 11, the Coronation office appointed for the Anglican Church throughout the Empire will be performed in St. John's Cathedral. The prayers in the office will be those used in Westminster Abbey at the Coronation of King Edward. The service promises to be most impressive, and from a musical standpoint one of the best yet given in the Cathedral. The Processional Hymn and Introit have been specially written by Mr. A. G. Ward; the Nicene Creed will be sung to Stainer's setting; the Anthem, Gadeby's "O Lord our Governor"; Litany, Ferriol; and the Te Deum, Stanford's masterpiece. There will be four brass instruments besides the organ, and the choir have worked hard to render the musical portion of the service with the dignity and exactness it demands.

A special Coronation service for the Roman Catholics of the Colony will be held at 10.30 a.m., to-morrow in the R. C. Cathedral at Glenside, and special music will be rendered, a choir having been organised, assisted by instrumentalists. The service will be very impressive.

At 9 a.m., to-morrow, a thanksgiving and Coronation service will be held in the Jewish Synagogue "Ohel Leah." Special prayers and psalms of thanksgiving will be rendered.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE KING'S HEALTH.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th August, 6.50 p.m.

HIS MAJESTY IN LONDON.

His Majesty King Edward walked along the gangway to the train at Portsmouth unassisted. On arriving at Victoria Station, he drove to the Palace in an open carriage, notwithstanding some rain. Enthusiastic scenes were witnessed along the entire route.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th August, 6.50 p.m.

ADMIRAL SEYMOUR ON THE TROOPS AT SHANGHAI.

Admiral Sir E. H. Seymour, in a letter to the Times, says that no reason that can diplomatically be openly expressed demands the continued presence of foreign troops at Shanghai, while the keen international competition demands and justifies all nations in withdrawing their troops simultaneously.

REUTER'S SERVICE.

LONDON, 5th August.

HIS MAJESTY'S PROGRESS.

His Majesty the King yesterday ascended and descended the staircase of the royal yacht, unaided.

RECEPTION OF VISITORS.

Admiral Ito, of the Japanese Navy, has been received in audience by King Edward. Ex-Emperor Eugenie visited Her Majesty King Edward and Queen Alexandra yesterday.

HONGKONG & WHAMPOA DOCK CO., LD.

The following two letters have been sent to us for publication:

Hongkong, 5th August.

Gentlemen,—Having read the advertisement in to-day's paper calling an extraordinary meeting of the shareholders to be held immediately after the close of the half-yearly meeting on the 18th instant, for the purpose of considering, and if thought fit, accepting the offer of the Government of a Crown lease of a piece of land adjoining the Dock Co.'s premises at Hungnam for the purpose of constructing a new dock thereon, it seems to the undersigned that the notice given of this meeting is altogether insufficient. It must be remembered that this notice has been published after the closing of the books, and a number of shareholders who have not thought it necessary to transfer their shares, would, were this meeting held as proposed, be debarred from attending the meeting or taking part in the proceedings. Many other shareholders who hold shares in the names of former proprietors would also be liable to have those shares used against them.

We cannot suppose that the Board of Directors fixed upon this early date intentionally or with design to surprise shareholders, but prefer to believe that it was purely accidental and due to a desire merely to study the general convenience. We feel sure that the matter needs only to be pointed out for the Directors to reconsider the date of the meeting and postpone it for such time as may be necessary for the books to be opened and opportunity be allowed for the transfer of shares to the names of present owners. In view of the very great importance of the question to be discussed at the extraordinary meeting the undersigned do not hesitate to make this request.—We are, gentlemen, yours faithfully,

[Here follow signatures.]

The Directors,
Hongkong & Whampoa Dock Co., Ltd.

Hongkong, 6th August.

DEAR SIR,—I am instructed to acknowledge receipt of letter dated yesterday addressed to the Directors of the Hongkong & Whampoa Dock Co., Ltd., signed by yourself and others requesting a reconsideration by the Board and postponement of the date advertised (viz. August 18th) calling an extraordinary meeting of the shareholders for the purpose of considering an offer of the Government for a Crown lease of a piece of land adjoining our present Hungnam premises for the construction thereon of a new dock.

The reason for such postponement being the insufficiency of the notice, preventing, as it might, some shareholders from attending the meeting and taking part in the proceedings owing to their having had no opportunity after the meeting was advertised for the transfer of shares to the names of present owners. I am instructed to inform you in reply that the directors have already reconsidered the date of meeting, and advertised its postponement to last evening's papers prior to receipt of your letter.—I am, dear Sir, Yours faithfully,

W. B. DIXON,
Chief Manager.

R. BECKER, Esq.

WEATHER NOTICE.

The following message, dated Hongkong Observatory, 7th August, 11 a.m., was issued yesterday morning:—

The typhoon is crossing Central Formosa, moving probably towards north-west.

Bad weather in the Formosa Channel. Local forecast: west to south-west winds moderate; fair.

COLONIALS AND INDIANS IN LONDON.

REVIEW BY THE QUEEN AND PRINCE OF WALES.

(BY O. B. LONDON CORRESPONDENT.)

London, 7th July.

The man who above all others must have felt a keen sense of chagrin on Tuesday and Wednesday, the first two days of July, must have been the King, when some five thousand of the flower of the Empire from overseas were paraded almost within sight of the sick-chamber of His Majesty, and yet stern necessity required that he should not be indulged by so much as a peep through his window at the representatives of his soldier subjects. If I should mention the one regret next to His Majesty's it must have been that felt by those representatives, for the great majority of whom it was to have been the one chance of their lives of seeing the King face to face. The whole circumstances of this review were of a piece with the many tragedies attending military exploits—in the hour of victory too often has come the last call—Wolfe in Canada, Nelson at Trafalgar, Havelock in India, remind us of many other occasions when the supreme hour of victory has been attended by tragedy. These reflections are suggested by the circumstances that from the ends of the earth have been assembled men of every race, creed, and colour to honour the King at his Coronation; yet the King is absent and the Coronation still to come.

"Will my people ever forgive me?" are said to have been among the first words of His Majesty on recovering consciousness after an hour and a half under anaesthesia and surgical treatment. This regard for his subject's feelings is a characteristic of the King, and his people can honestly be complimented on sinking all personal considerations in the presence of the dire possibility presented only a week ago. But it might have been worse, and all classes have united to make the best of it.

A very brilliant show did the two parades present, first, on Tuesday by the visiting Colonial troops, and then on Wednesday by the native Indian troops. As a spectacular event the Wednesday's parade ranks supreme, but as touching one's sympathy and keen enthusiasm for the deeds of daring of our own flesh and blood, it must be said, without any disparagement to the Indian contingents, that the Colonials held the field.

Thanks to Mr. Kruger there is one federated Empire to-day as there was after Sedan; not a federation by protocol or contract, but the federation of heart and hand that will ensure the instant sympathy of every section of the British race owning the sway of King Edward VII's sceptre. This federation, however, covers more than that; it outwardly signifies have any meaning at all we are surely justified in saying that it includes the willing and loyal co-operation of races neither white nor British in blood. What an important point is this can be judged by the fact that of the four hundred millions of British subjects throughout the world only fifty millions are of our own race and of these four-fifths occupy the British Isles. Frenchmen in Canada had no part in our quarrel with the Boers, yet they were among the first to arms. Australia has but a population equal to London in a territory greater than that of Europe, and yet they saw the necessity. New Zealand might well have stood aside, for its own safe position made no call on it. Hongkong offered its contingent, and India its best. Although all could not be accepted for service in South Africa, yet here they are to-day to testify to each other and to the world at large the homogeneity of the Empire for defence and not defence.

THE COLONIAL REVIEW.

After a burst of almost tropical sunshine it was agreeable to have a cool day, and I can recall nothing so beautiful of its kind at the scene on the Horse Guards Parade, as viewed from one of the much coveted stands, unless indeed it be the prospect in the Happy Valley across its green sward with backing of wooded hill. In this case the "sward" was dust-coloured, but the glorious foliage of St. James' Park, the bright gleam of its lake, and a peeping corner of Buckingham Palace in front with the Admiralty and Foreign Office on either flank formed a most charming coup d'oeil, heightened by the wide circle of faces and the fine raiment which lent life and added human interest to the whole scene on both days. Many have thought how dull must be the look of khaki uniforms, but it must be admitted that, with a judicious mixture of Canadian redcoats, the Artillerymen's blue, and the gorgeous splash of scarlet, small though it was, of the Hongkong Regiment, the accidental scheme of colour presented was attractive to a degree. Nothing quite so brilliant has been seen since the Diamond Jubilee as the stately cavalcade that followed Her Majesty's carriage along the front of five lines of troops drawn up at wide intervals.

What, one wonders, was the thought of Her Majesty Queen Alexandra, who, unlike her companion the Princess of Wales, has seen none of our Colonies, when passing the sturdy men of Canada and Australia, the Cape and Cyprus, Fiji in white petticoats and barefooted, and West Africans in scarlet fez and jackets, Hongkong and Jamaica, Uganda and Weihaiwei? These are but a few of the names on the parade state, but the proudest of them all must have been the four hundred veterans of the war who had travelled, many of them from the confines of Rhodesia, and all of them six thousand miles to represent their comrades in arms. Of this noble company were the twenty-three recipients of decorations at the hands of the Prince of Wales.

The deeds which won the Victoria Cross for Lieutenant English of the Scottish Horse, Lieutenant Hardham, New Zealand M.L., Lieutenant Bell, West Australian M.L., and

Sergeant Clements of Darnley's Horse, were proudly proclaimed by a mounted officer and vociferously acclaimed by the people.

After this interesting function came the march past, and to the strains of "The Maple Leaf" the Canadians went by first, by right of being the first to volunteer for active service. We were vividly reminded of how these same Canadians stepped their way doggedly up to the trenches at Passchendaele where the tide of misfortune was turned and Crouche cornered, and, later on, of that "no surrender" picket—when most were killed, and every living man wounded. Then followed the Australian corn-stalks, with New Zealand and Tasmanian troops close up. Next were the South Africans proudly led by General Buller, and among them that dauntless "foreign legion," Thornycroft's Mounted Infantry, whose tales of Spion Kop I have listened to in their camp. One must miss something, but not the Imperial Light Horse. These men have tales to tell of Elandslaagte and Ladysmith and above all of Wagon Hill and the rush across a continent to the relief of Mafeking. One could fill many a page about the men who flitted past all too rapidly until attention was riveted to the scarlet of the Hongkong Regiment of Punjab. When another regiment is raised in the Orient, may General Barrow be there to design its uniform, for nothing smarter appeared in either of these parades. Following these were our Sikh gunners and gattered Chinamen, who I rather suspected were policemen when at home, though I suppose they belonged to the torpedo department. Completing the Hongkong detachment, among whom the present chronicler has served a decade or more, and the Machine Gun Company. Major Chapman was, I was pleased to note, among the few to know when to commence his salute, and I could recall that he enjoys the probably unique experience of having stood to arms one dark night in evening dress, fresh from his dinner-table.

Two thousand four hundred men they all told, but few though they were, their shouts were loud and vibrant when the Duke of Connaught, who was in command, called for three cheers for "King-Emperor," and one more came without orders, with hats, caps and helmets waving high on sword and bayonet. And who shall, again, tell us the story told by the Queen to the King of a day shared only by the absence of the head of the State? Some Royal record will tell our successors.

THE INDIAN TROOPS.

The exact history of how and why the Colonials and Indians were reviewed separately may not leak out just yet, nor why the Colonials should not view the Indians or the Indians the Colonials. There were great difficulties in the way of course due to the necessarily hasty arrangements, but at all events one is free to admit that there were advantages attending separate reviews, not the least of which was that the public had some compensation for the loss of the Coronation pageant. Nevertheless, there was, about the arrangements regarding the public, something that irrevocably reminded one of the drill sergeant's instruction when explaining the rifle to a recruit. Says he, "This is the stock and this the barrel; here is put the cartridge, and when it is fired it will penetrate 12 inches of wood at 1,000 yards." After a short pause he added, "Take note of that ye blockheads!" I do not press home the analogy.

If the reader will take the framework of park, lake, and building, face, and scenery as described earlier and substitute for the khaki and red splashes of 2401 Colonials the red, blue, and whites of Indian Cavalry, Artillery, and Infantry, and focus these down in the mind's eye with touches of pale mauve and khaki and the brilliantly coloured pennons of the lances carried by Madras, Bengal, and Bombay Lancers flitting gaily in the breeze, you will have some general impression of the contrast in the colour scheme of the two days. If one was in a measure carried away by the feast of colour, a moment's thought returned one to consideration of the physique of these men whose life and habits have given them a picture and carriage such as can never be seen in any citizen army.

These 1,000 were there ranged in three long lines, with cavalry men in front. How the nodding plume and clanking bit would have added to the spectacle! This possible feature was only suggested by the brilliant mounted staff attending the Duke of Connaught, who was again in command, and who for all his experience of Indian must have felt a proud thrill when conducting the Queen and her entourage to view the ranks. This procession must have been the one touch to stimulate the recollections of these swarthy athletes on figures on their return to the Orient; that they had seen a Queen of Hearts whose face was radiant with a double pleasure—the joy of a devoted wife and mother and the glory of her devoted and gallant Indian followers—for in truth, though Queen Consort, Her Majesty ranks a step below the Throne.

After the inspection the Prince of Wales dismounted to present the medal for service in China, among the recipients being the Maharaja of Bikaner, who later on acted as cicerone to the Queen during the March Past. The Prince of Wales again mounted his black charger to take the salute, attended by Royal Princes from Italy, Austria, Denmark, Greece, and Japan, and others, but most notably by the Indian Princes and warriors; among these, to name only a few, were the Maharajas of Cochin, Bona, Scindia, and Gwalior. Noticeable indeed among this brilliant retinue was that gallant Sir Pertab Singh, almost fresh from the late conflict in China and recalling his loyalty when he alone with his Regiments held the Khyber Pass. Among all and recognized by all rode the Earl of seventy summers, Roberts of Canada, carrying his Marshal's staff and decked with the Star and Gash of the Indian Order. A proud moment must it have been

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BUSINESS DIRECTORY.

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Watches and Clocks by competent
European experts at moderate rates.

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr.
EDWARD LANGLEY has ceased to be
connected with our business.
Mr. SOUTHERN KENT has been appointed
our **REPRESENTATIVE FOR THE HARBOUR**
and **SHIPPING BUSINESS**, and all orders
committed to his charge will receive immediate
attention.

THE VICTORIA DISPENSARY.

J. R. CAPELL,
Manager.
Hongkong, 5th August, 1902. [2115]

WANTED.

FOR Tonkin, a **SHORTHAND WRITER**
and **TYPIST**.
Apply by letter to
BOX 100,
Care of Daily Press Office,
Hongkong, 6th August, 1902. [2128]

SITUATION WANTED.

A YOUNG ENGLISHMAN with three
years' experience in Mercantile Firm,
offers his services to any local firm or abroad at
very moderate terms.
Apply to—
"CLERK,"
Care of Daily Press Office,
Hongkong, 28th July, 1902. [1906]

BRITISH NORTH BORNEO.

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A N EXPERIENCED FOREMAN for a
Government Timber Mill. Must be
thoroughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and state
salary required to
DIRECTOR OF PUBLIC WORKS.
Sandakan.
Hongkong, 4th February, 1902. [446]

WANTED.

A T ONCE, A CHINESE CLERK as
BOOKKEEPER. Must have a
thorough knowledge of English. Also a
SHROFF. Security of \$500 required.
Apply to—
"STORES,"
Care of Daily Press Office,
Hongkong, 7th August, 1902. [2145]

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR HONGKONG—
ALEX. RUSS & CO.
Hongkong, 1st July, 1902. [1639]

NOTICES TO CONSIGNEE

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
The Company's Steamship

"PAKLING"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.
That a portion of her undamaged Cargo has
arrived per "ANTENOR" and is now
being landed into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
where it will be at their risk, and any such
Cargo remaining in the Godowns after 14th
inst., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.
Optional Goods will be landed here unless
instructions are given to the contrary before
NOON TO-DAY, 4th inst.
DODWELL & CO., LD.,
Agents,
Hongkong, 4th August, 1902. [2117]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.
TO-DAY, the 6th inst.

No Claims will be admitted after the Goods
have left the Godowns; and all Goods remaining
undelivered after 12th inst., will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 12th August, at
9.30 A.M., and THURSDAY, the 14th August
at 8.30 A.M.

All Claims must reach us before the 19th
August, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 6th August, 1902. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
TO-DAY, the 6th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
14th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 6th August, 1902. [2148]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 11th inst., at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company who will
survey Goods at 11 A.M., on Tuesdays and
Fridays, undelivered after the 11th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 11th inst.

No Fire Insurance will be effected.
E. A. HEWITT,
Superintendent.
Hongkong, 5th August, 1902. [1]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dows of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 5th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 11th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 11th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th August, 1902. [11]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dows of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 2nd inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 8th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 8th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st August, 1902. [12]

OCEAN STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES OF CARGO

EX "AJAX."

CONSIGNEES of Cargo ex the above
steamer, which struck on a reef near
Jeddah on or about 1st June, 1902, are notified
that a portion of her undamaged Cargo has
arrived per "ANTENOR" and is now
being landed into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
where it will be at their risk, and any such
Cargo remaining in the Godowns after 14th
inst., will be subject to rent.

No Fire Insurance has been effected.
AVERAGE BOND is not valid for Signa-
ture at the Office of the Undersigned, where
Landing Account can be seen and Bills of
Lading countersigned on and after 8th inst.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th August, 1902. [2119]

(Continued from page 3)

furnished, with their location, to the British
Government. I should mention that the inland
houses on houses which are allowed to remain are
the old custom houses which date their existence
long before the days of *tekin*, they are few in
number and for the most part are inter-
provincial. The section goes on to give China
liberty to establish native customs offices
wherever there are offices of the Imperial Maritime
Customs, as well as at any points either on
the seacoast or land frontiers.

Permission is also given China to change the
location of custom houses in the interior as
circumstances of trade seem to require, but any
change of location must be communicated to the
British Government, and the original number of
custom houses may not be exceeded.

The next clause in this section provides that
goods carried by junks or sailing vessels trading
to or from open ports shall not pay lower duties
than the combined duties and surtax on similar
cargo carried by steamers.

We then come to the treatment of native pro-
duce, it being provided that when such produce
is transferred from one place to another in the
interior, it shall, on arrival at the first custom
house after leaving ports of production, pay
duty equivalent to the export duty—that is to
say a half export duty. On payment of this duty
the produce will receive a certificate describing
the goods and their intended destination; this
certificate shall be valid for one year, and shall
free the goods from all taxation, examination,
delay, or stoppage at any other native custom
house passed en route. If the produce is taken to
a place not in the Foreign Settlements or
Concessions, or to a port for local use, it
becomes liable to the consumption tax as laid
down later. If the produce is shipped from an
open port the certificate is to be accepted by the
custom house in lieu of the export surtax. The
last clause of this Section prohibits the
taxation of junks, or carts, beyond a small and
reasonable charge to be paid at a fixed annual
rate; this however does not exclude the right to
levy tonnage or port dues on junks.

Section 4 provides that the present foreign
custom duty or *tekin*, the latter to be known as
a surtax in lieu of *tekin*, shall remain as at
present.

Section 5 deals with native opium, and begins
with a declaration that the British Government
have no intention whatever of interfering with
China's right to her opium, but that in the
arrangements for levying such taxation China
must not subject other goods to taxation, delay,
or stoppage.

China is to be left free to retain at important
points on the boundary of each province offices
for collecting duty on native opium, where
duties or contributions leviable shall be paid in
one lump sum, which payment shall cover taxa-
tion of all kinds within that province, each case
of opium being stamped as evidence of such
duty payment. Excise officers and police may
be employed in connection with these offices,
but no barriers or other obstructions are to be
erected, and the excise officers or police are not
to collect any other kind of goods. A list of
these opium offices is to be made and
presented to the British Government for record.

Section 6 deals with the taxation upon salt
and begins by declaring that *tekin* on salt is
abolished, the amount of such *tekin* and other
taxes and contributions being added to the salt
duty, which is to be collected at places of produc-
tion, or at the first station after entering the
province of consumption.

China has liberty to establish salt reporting
offices at which boats conveying salt which is
being moved under salt passes or certificates
may be required to stop for purposes of
examination and to have their certificates *visé*,
but at such offices no *tekin* or Transit Taxation
shall be levied, and no barriers or obstructions
of any kind shall be erected.

Section 7 is an important one, and deals with
the Export Tariff. It begins by giving to the
Chinese Government permission to remove or
modify the tariff with special duties as far
as possible, on a scale not exceeding 5 per
cent *ad valorem*, but existing duties are not to
be raised until at least six months' notice has
been given. In cases where existing export
duties are above 5 per cent, they are to be
reduced to not more than that rate.

An exception is made in the case of silk, upon
which no export surtax is to be levied, and no
tax is to be collected at native custom houses
which concern or silk may pass, but China is to
be free to levy a duty on export of raw silk
as a condition of its sale, not to exceed 5 per
cent *ad valorem*. I may mention here that
a great fight was made to get silk in at a lower
duty, but all attempts were steadily combated
by the Chinese Commissioners; they pointed
out that with existing *tekin*, now to be
abolished, a 5 per cent duty was less than silk
was at present paying, and were quite regardless
of the argument that it was China's interest to
lower the export duty on silk, and of Japanese
competition. As a matter of fact I believe that
a 5 per cent duty is lower than what is at
present paid, the report drawn up by the silk
merchants in 1896 putting the total taxation
as high as 14.40 per cent, and in the revision
of that report made the other day it is stated
that, since 1896, the taxation has in no way
been modified, but rather increased.

The last clause of Section 7 deals with the
surtax on export duty, which is declared to be
to be levied on the duty payable on goods exported
either to foreign countries or coastwise.
Section 8 deals with the consumption tax. It
begins by reciting that the abolition of *tekin*
and the abandonment by China of all kinds of
internal taxation on foreign imports and exports
will diminish the revenue materially, and that
while the surtax on foreign imports and exports
and on coastwise exports is intended to com-
pensate in a measure for this loss in revenue,
there will remain the loss of *tekin* on internal
trade. It is therefore declared that China shall
be free to impose a consumption tax on articles
of Chinese origin not intended for export.

This tax is to be levied only at places of con-
sumption, and not while goods are in transit,
and the Chinese Government solemnly under-
take that the arrangement which they may make
for this collection shall in no way interfere with
foreign goods, or native goods for export. The
fact of goods being of foreign origin shall not
be a ground for levying a consumption tax, but
liberty to impose a consumption tax on articles
of Chinese origin not intended for export.

The point was raised that in the case of certain
merchandise there might be difficulty as to its
origin; to meet this the following clause was
inserted: "Foreign goods which bear a similar-
ity to native goods shall be furnished by the
custom house, if required by the owner, with a
certificate for each package on a stamp, the
fact of goods being of foreign origin shall not
be a ground for levying a consumption tax, but
liberty to impose a consumption tax on articles
of Chinese origin not intended for export."

The section goes on to state that native goods
brought by junks to the open ports, if intended
for local consumption, irrespective of the na-
tionality of the owner of the goods, shall be
reported at the native custom house only,
where the consumption tax may be levied.
As to the amount of the consumption duty,
this may be levied by China, and may vary
according to the nature of the merchandise
concerned, that is to say, according to the
articles are necessities of life or luxuries; it is,
however, to be levied at a uniform rate on goods
of the same description, no matter whether
carried by junk, sailing vessel or steamer. The

consumptive tax is not to be levied within

foreign settlements or concessions.

Section 9, I approach with feelings of the
least satisfaction in connection with the Treaty.
It deals with the question of excise on native
made goods of local manufacture, and in its
provisions you will observe the exercise of a
power beyond the means of Shanghai to deal
with: "I am further constrained to say that in
the negotiation of this Section I was surprised
to find the Chinese Commissioners, who in the
persons of the Viceroy Chang Chih-tung and
Sheng Kang-pao are largely interested in the
development of China's manufactures, ranging
on the side of the Powers at home, and proving
themselves utterly disregardful of the pos-
sibilities attendant upon the development of
native industries. That the excise on native
manufactures has not been fixed at the full
equivalent of the import duty and surtax is not
the fault either of Manchester, Bombay, or
China; this is not the occasion for me to give
my individual views on the subject, I am merely
satisfied in explaining the Treaty, and will
proceed with the Section."

The first clause of this Section provides that
an excise equivalent to double the import duty
as laid down in the Protocol of 1901 is to be
charged on all machine-made yarn and cloth
manufactured in China, whether by Chinese at
the treaty ports or by Chinese anywhere in
China. Chinese raw cotton used in the mills is
to receive a drawback of all duties, including
consumptive tax, paid upon it. Raw cotton
imported for use in the mills is to receive a draw-
back for the import duty paid, and for two-
thirds of the surtax thereon. (This in effect
means a premium upon using Chinese cotton.)
Excise is to be collected through the Imperial
Maritime Customs, and after payment the yarn
and cloth are to be free from all further taxation
whatsoever. The same principle and procedure
is to be applied to all other products of foreign
type turned out by machinery whether by
foreigners or Chinese.

Section 10 provides for the general supervision
of native customs affairs, the consumption
tax, and the salt and native opium taxes by
officers of the Imperial Maritime Customs
Foreign Staff. This you will probably accept
as a valuable safeguard.

Section 11 deals with the question of the
investigation of abuses, such investigation to be
promptly made by an officer of the Chinese
Government of proper rank, a British officer and
an officer of the Imperial Maritime Customs. If
the complaint is found to be well-founded com-
pensation is to be paid from the surtax funds;
the high provincial officials are held responsible
that the officer guilty of the illegal action shall
be severely punished and removed from his post.
If the complaint is found to be unfounded the
complainant shall be held responsible for the
expenses of the investigation.

Under Section 12 the following ports are
opened under the same conditions as the ports
opened by the Treaties of Tientsin and Nanking,
viz:—

Changsha in Hunan,
Wanchien in Szechuen,
Nanking in Anhwei,
Welchow in Kwangtung,
Kong-moon

Wanchien is situated at the top of the rapids,
and the reason for claiming it as one open port
was that the goods hauled up through the
rapids might be transferred to steamers run-
ning beyond. Welchow is on the West River
near Canton.

Foreigners residing at open ports are not
entitled to establish municipalities and police
of their own except with the consent of the
Chinese authorities.

Section 13 provides that, subject to the
Section which follows, the arrangements pro-
vided for in this Article are to come into force
on 1st January, 1904, by which date all *tekin*
barriers are to be removed, and the officials
employed in the collection of taxes and duties
prohibited by the Treaty removed from their
posts.

Section 14 states that the condition on which
the Chinese Government enters into the present
engagement is that all the Powers entitled to
the favoured nation treatment enter into the
same engagements as Great Britain with
regard to the obligation imposed by this article
on His Majesty's Government. On the other
hand, the conditions on which His
Majesty's Government enter into the present
engagements are:—
(1) That all Powers who now, or may here-
after become entitled to most favoured nation
treatment in China enter into the same engage-
ments as Great Britain.

(2) That their assent is neither directly or
indirectly made dependent on the granting by
China of any political concession, or of any
exclusive commercial concession.

Section 15 provides that the date of this
article becoming effective may be postponed
should the Powers entitled to most favoured
nation treatment in China have failed to agree
to enter into the engagements undertaken by
Great Britain by 1st January, 1904. And
section 16 provides for the promulgation of an
Imperial Edict published in due form on yellow
paper, setting forth the abolition of all *tekin*
taxation, *tekin*-barriers and all descriptions of
internal taxation on goods, except as provided
for in this Article. The edict shall also state
that the Provincial High Officials are respon-
sible that no official disregarding the letter or
spirit of its injunction shall be severely
punished and removed from his post.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS
SIEMSEN & CO
Hongkong 3rd October, 1900. [64]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [6]

NOW ON SALE.

THE CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDIA-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PINES, BORNEO, &c.
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
1902.
THE FORTIETH ANNUAL ISSUE.

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LINN STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Saeco, Maidsara Miki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Maunouka, Onoura,
Otani, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yumodaira, and other Coals.
N. INUZUKA, Manager, Hongkong.

15

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

1115

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against **FIRE**
at Current Rates.
HCTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [29]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1836).

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to **ACCEPT RISKS**
at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [472]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against **FIRE**
at Current Rates.
REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1118]

SCOTTISH UNION AND NATIONAL FIRE INSURANCE COMPANY, EDINBURGH AND LONDON.

ESTABLISHED 1824.
CAPITAL £26,000,000.
Invested Funds, £4,900,000. Annual Income,
£1,000,000. Fire Insurances effected at Current
Rates. Terms and Particulars may be had on
application to—
SANDER, WHEELER & CO.,
Agents in Hongkong.
Hongkong, 16th July, 1902. [1

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.

FOR	STEAMERS	TO SAIL
LONDON	"ULYSSES"	On 8th August.
LONDON and ANTWERP	"TELEMACHUS"	On 19th August.
LONDON	"ANTENOR"	On 2nd September.
LIVERPOOL	"DARDANUS"	On 16th September.
LIVERPOOL	"PYRRHUS"	On 24th September.

(Taking Cargo at London Rates)
The S.S. "ULYSSES" left Poonchow on the 6th inst., a.m., and is expected here to-day, a.m., to load for London.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. O. S. S. CO.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI & CHINKIANG	"TAIWAN"	On 8th August.
WEIHAIWEI and TIENTSIN	"KWEIANG"	On 10th August.
SWATOW and SHANGHAI	"HUIFEN"	On 12th August.
CHEFOO and NEWCHANG	"TANGUL"	On 14th August.
MANILA	"SUNGKIANG"	On 16th August.

PORT DARWIN, THURSDAY
ISLAND, COCKATON, FRIDAY
TOWNSVILLE, BRISBANE, SATURDAY
SYDNEY, MELBOURNE, and
ADELAIDE, SUNDAY

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For first-class passengers, and a duly qualified doctor is carried.

For first-class passengers, and a duly qualified doctor is carried.

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For first-class passengers, and a duly qualified doctor is carried.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS.)

PROPOSED SAILINGS FROM HONGKONG.	DATE
"ATHOLL"	About 8th Aug.
"LENNOX"	14th Aug.
"HEATHBURN"	21st Aug.
"RICHMOND CASTLE"	28th Aug.
"AFRIDI"	7th Sept.
"HILLGLEN"	14th Sept.

For Freight and further information, apply to
DODWELL & CO., LTD.

Agents.

Hongkong, 7th August, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

Captain Schmitz, will be despatched for the
above ports on SUNDAY, the 10th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 7th August, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENTOUR"

Captain R. Webster, will be despatched as
above on SATURDAY, the 16th inst.

For Freight or Passage, apply to
McGREGOR BROS. & GOW.

Hongkong, 2nd July, 1902.

UNITED STATES AND CHINA-JAPAN
S.S. LINE.

REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG
AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

THE following Steamers will be despatched
as above at monthly intervals, carrying
Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAMAYO" 15th Aug. 1902.

S.S. "INDRAMAYO" 15th Sept. 1902.

S.S. "INDRAMAYO" 15th Oct. 1902.

For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 6th August, 1902.

INDO-CHINA STEAM NAVIGATION
COMP. Y. LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for
First-class Passengers, and is fitted throughout
with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th August, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR FRIEDLAND AND TRIESTE
(DIRECT).

Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUVA, PORT SAID,
(Taking Cargo at through rates to the Brazils,
to South Africa, Red Sea, Black Sea,
Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"CHINA"

Captain Woeck, will be despatched as above
on SATURDAY, the 16th of August, P.M.

This Steamer has Capital Accommodation for
Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELE & CO.,
Agents.

Hongkong, 22nd July, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON"

Captain Klausberger, will leave for the above
places on SUNDAY, the 17th inst., at
DAYLIGHT.

This Steamer has capital accommodation for
Passengers, Electric Light, and carries a
Doctor.

For Freight or Passage, apply to
SANDER, WIELE & CO.,
Agents.

Hongkong, 7th August, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS, OF
CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which
can be obtained on application to the
Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" 2nd September.

"CHINGTU" 24th October.

"TAIYUAN" 24th October.

Superior accommodation, fitted with Electric
Light throughout. Fitted with Refrigerators,
which ensure a fresh supply of Ice and Provi-
sions during the entire voyage. Duly qualified
European Surgeons carried.

BUTTERFIELD & SWIRE
AGENTS

CHINA NAVIGATION CO., LTD.

Hongkong, 1st August, 1902.

1902

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIKO, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Shaw, will be despatched for the
above ports on FRIDAY, the 15th inst.,
at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the Steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th August, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA MOJI, KOBE AND YOKOHAMA.

FOR

VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamship

"HYADES" 12th September.

"TYDA" 4th October.

"SHAWMUT" 23rd October.

"TREMONT" 17th December.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For Rates of Freight and further informa-
tion, apply to—

DODWELL & CO., LTD.,
General Agents.

Hongkong, 21st July, 1902.

1902

HONGKONG.

STEAMERS.

Bahaberg, Ger. str., 1,379, Beckmann, July 15.

East Asiatic Trading Co.

Bingo Maru, Jap. str., 3,887, Davies, Aug. 7.

Nippon Yusen Kaisha

Braemar, British str., 3,216, Watt, July 11.

Dodwell & Co., Limited

Buen Viaje, American str., 275, Ross, July 8.

Order

China, German str., 1,113, Kriebe, July 30.

China, American str., 1,187, Friels, Aug. 5.

E. M. S. Co.

Daigi Maru, Jap. str., 846, Kitano, Aug. 7.

Mitsui Bussan Kaisha

Deranor, Norw. str., 1,497, Borge, July 31.

Bradley & Co.

Elsa, German str., 1,703, Schonwandt, Aug. 1.

Jensen & Co.

Elsa, German steamer, 1,703, Ricks, July 30.

Jensen & Co.

Esmeralda, British str., 966, Kynock, Aug. 7.

Shewan, Tomes & Co.

Friboj, Norw. str., 966, Haraldsen, Aug. 6.

E. M. S. Co.

Haiphong, French str., 974, Ristorelle, Aug. 7.

Messageries Maritimes

Haitan, British str., 1,183, Roach, Aug. 6.

Douglas Laprak & Co.

Haldia, Norwegian str., 1,356, Nielsen, Aug. 2.

Order

Hungary, British str., 1,356, Wilde, Aug. 6.

Jardine, Matheson & Co.

Hanoi, French steamer, 742, Merles, Aug. 6.

A. R. Marty

Hopsang, British str., 1,356, Hay, Aug. 7.

Jardine, Matheson & Co.

Hunch, British str., 1,203, Meathall, Aug. 4.

Butterfield & Swire

Irene, Chinese steamer, 826, Barlow, Aug. 5.

Chinese

Iolo di Capri, Italian str., 2,717, Belaito, Aug. 4.

Carlovitz & Co.

Kaga Maru, Jap. str., 3,907, Ekstrand, Aug. 2.

Nippon Yusen Kaisha

Koenigsberg, Ger. str., 3,135, Mayer, July 31.

Hamburg-Amerika Linie

Kong Hong, Ger. str., 862, Zegenbeis, Aug. 3.

23, Butterfield & Swire

Kutsang, British str., 1,495, Selby, July 31.

Jardine, Matheson & Co.

Kweiyang, British str., 1,062, Hooker, Aug. 1.

Butterfield & Swire

Loong, Ger. str., 1,020, Mollerhann, Aug. 5.

Butterfield & Swire

Madeline Rickmers, German str., 1,300, Hen-
richsen, Aug. 5, Arnold, Karberg & Co.

POST OFFICE NOTICES

The Tonkin, with the French Mail of the 11th ult., will leave Saigon on Thursday, the 7th inst., at daylight, and may be expected here on or about Sunday, the 10th inst. This packet brings replies to letters despatched from Hongkong on the 7th June.

On the occasion of the Coronation of His Majesty the King on Saturday next, the 9th inst., the Post Office will be open from 8 till 9 a.m. only.

Correspondence for Local delivery may be posted up to 9 a.m. on that day. The Night Box will be kept open during the time the office is closed.

The Money Order Office will be entirely closed during the holiday.

MAILS WILL CLOSE

FOR	PER	DATE
Bangkok	Phra Chom Kloo	Friday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Haiton	Friday, 8th, 11.00 A.M.
Manila	Rosetta Maru	Friday, 8th, 11.00 A.M.
Macao	Wangshing	Friday, 8th, 12.15 P.M.
Singapore	Uyegun	Friday, 8th, 3.00 P.M.
Manila	Kulu	Friday, 8th, 3.00 P.M.
Kumehak and Samahai	Tungkong	Friday, 8th, 4.00 P.M.
Singapore, Sombaya and Samarang	Kutang	Friday, 8th, 4.00 P.M.
Moj	Nesa	Friday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Ringo Maru	Friday, 8th, 5.00 P.M.
Swatow, Amoy, and Tamsui	Pashan	Friday, 8th, 5.00 P.M.
Macao	Daiqi Maru	Saturday, 9th, 8.00 A.M.
Canton	Hongshan	Saturday, 9th, 8.00 A.M.
Amoy, Shanghai, Kobe, Yokohama, Victoria, B.C., and Tacoma	Victoria	Saturday, 9th, 9.00 A.M.
Amoy, Shanghai and Chinkiang	Taiwan	Saturday, 9th, 9.00 A.M.
Calcutta	Wangshing	Saturday, 9th, 9.00 A.M.
Tientsin	Kwaiyang	Saturday, 9th, 9.00 A.M.
Kumehak and Samahai	Tungkong	Sunday, 10th, 9.00 A.M.
Canton	Pusan	Sunday, 10th, 9.00 A.M.

Europe, &c., India via Tutuorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma

Singapore, Penang and Bombay

Manila

Swatow and Shanghai

Chefoo and Newchwang

Singapore, Penang and Calcutta

Tinor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide

SAKASHI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANDUVER, B.C.

Europe, &c., India via Tutuorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Manila

Europe, &c., India via Tutuorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide

SAKASHI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANDUVER, B.C.

COMMERCIAL

CLOSING QUOTATIONS.

7th August.	
ON LONDON—	
1 Telegraphic Transfer	189.1
Bank Bills on demand	189.1
Bank Bills, at 30 days sight	189.1
Bank Bills, at 60 days sight	189.1
Bank Bills, at 90 days sight	189.1
Bank Bills, at 120 days sight	189.1
Bank Bills, at 150 days sight	189.1
Bank Bills, at 180 days sight	189.1
Bank Bills, at 210 days sight	189.1
Bank Bills, at 240 days sight	189.1
Bank Bills, at 270 days sight	189.1
Bank Bills, at 300 days sight	189.1
Bank Bills, at 330 days sight	189.1
Bank Bills, at 360 days sight	189.1
Bank Bills, at 390 days sight	189.1
Bank Bills, at 420 days sight	189.1
Bank Bills, at 450 days sight	189.1
Bank Bills, at 480 days sight	189.1
Bank Bills, at 510 days sight	189.1
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Bank Bills, at 690 days sight	189.1
Bank Bills, at 720 days sight	189.1
Bank Bills, at 750 days sight	189.1
Bank Bills, at 780 days sight	189.1
Bank Bills, at 810 days sight	189.1
Bank Bills, at 840 days sight	189.1
Bank Bills, at 870 days sight	189.1
Bank Bills, at 900 days sight	189.1
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Bank Bills, at 1080 days sight	189.1
Bank Bills, at 1110 days sight	189.1
Bank Bills, at 1140 days sight	189.1
Bank Bills, at 1170 days sight	189.1
Bank Bills, at 1200 days sight	189.1
Bank Bills, at 1230 days sight	189.1
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Bank Bills, at 1830 days sight	189.1
Bank Bills, at 1860 days sight	189.1
Bank Bills, at 1890 days sight	189.1
Bank Bills, at 1920 days sight	189.1
Bank Bills, at 1950 days sight	189.1
Bank Bills, at 1980 days sight	189.1
Bank Bills, at 2010 days sight	189.1
Bank Bills, at 2040 days sight	189.1
Bank Bills, at 2070 days sight	189.1
Bank Bills, at 2100 days sight	189.1
Bank Bills, at 2130 days sight	189.1
Bank Bills, at 2160 days sight	189.1
Bank Bills, at 2190 days sight	189.1
Bank Bills, at 2220 days sight	189.1
Bank Bills, at 2250 days sight	189.1
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Bank Bills, at 9180 days sight	189.1
Bank Bills, at 9210 days sight	189.1
Bank Bills, at 9240 days sight	189.1
Bank Bills, at 9270 days sight	189.1
Bank Bills, at 9300 days sight	189.1
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Bank Bills, at 9360 days sight	189.1
Bank Bills, at 9390 days sight	189.1
Bank Bills, at 9420 days sight	189.1
Bank Bills, at 9450 days sight	189.1
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